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PHOTOGRAPHIC INTERPRETATION MEMORANDUM



KEP-HON GAI
RAIL LINE CONSTRUCTION
NORTH VIETNAM

NPIC/R-140/68
JANUARY 1969

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KEP-HON GAI RAIL LINE CONSTRUCTION, NORTH VIETNAM

Construction of the central and eastern portions of the new 96-nautical-mile (nm) rail line between Kep and Hon Gai is rapidly nearing completion (Figure 1). A noticeable increase in the rate of construction since [REDACTED] has resulted in approximately 30 nm of serviceable track and nine new bridges. The line will be serviceable from its eastern terminus on the Haiphong to the Song Ha when the bridge-causeway system at Song Mip and less than 2 nm of track are complete (Figures 2 and 3).

Although construction of the entire line has progressed steadily since it was begun in [REDACTED], construction of the western segment has lagged significantly. Only 2,100 feet of track have been laid (at the junction with the Hanoi-Ping-Hiang Rail Line) and there has been no attempt to close a 5.2-nm gap in the roadbed which has existed for over a year. In addition, at least ten bridges will be required to complete this segment. Part of the delay may be attributed to the recent flooding which damaged portions of the previous construction.

Twelve passing tracks, ten holding spurs, and one turn-off are under construction along the line. Three servicing spurs, one to the Hoa Ke coal mines and two to the Song Ha, are also in various stages of construction. At least one railroad ferry slip is under construction at the eastern terminus of the line and activity in the area indicates that additional facilities will probably be constructed (Figure 4).

The obvious priority given to the completion of the eastern half of the line indicates that it will be utilized as an operational entity while the remaining construction continues. The presence of a railroad ferry slip and a transshipment point at the extremities of this operational segment suggests that it will most probably be used to transport loaded coal cars westward from the Hoa Ke/Don Pha area. The new transshipment point under construction on the Song Ha is identical to the one utilized for coal at Ha Chieu.



FIGURE 1. KEP-HON GAI RAIL LINE UNDER CONSTRUCTION.

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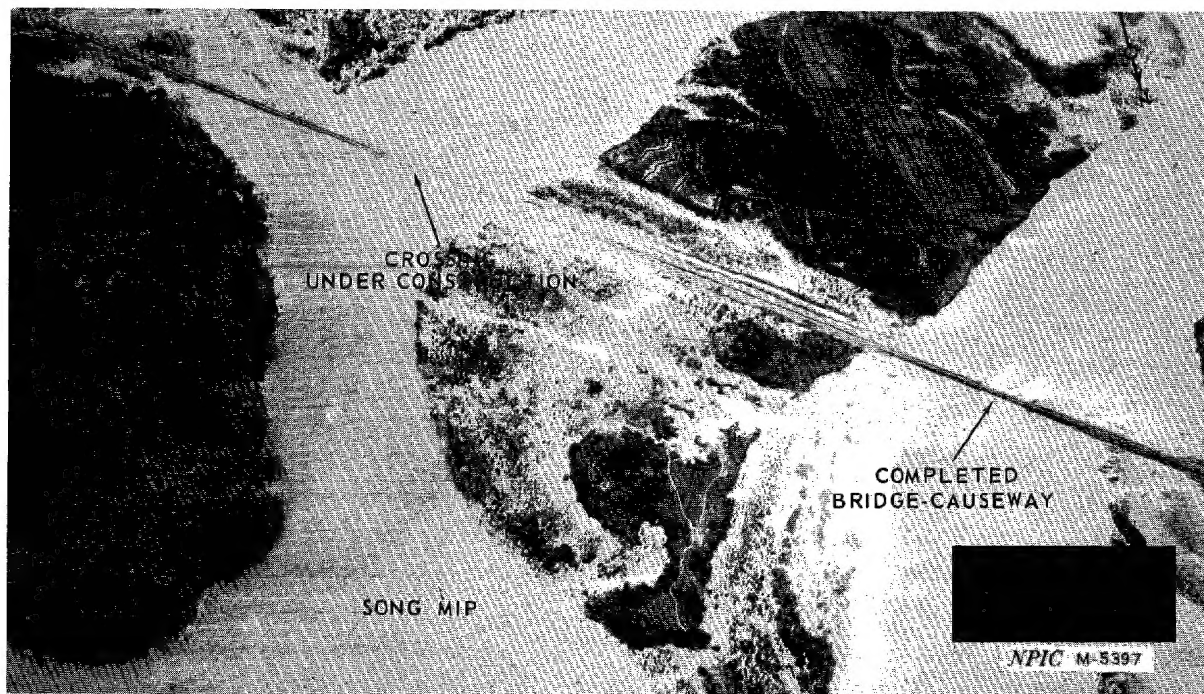
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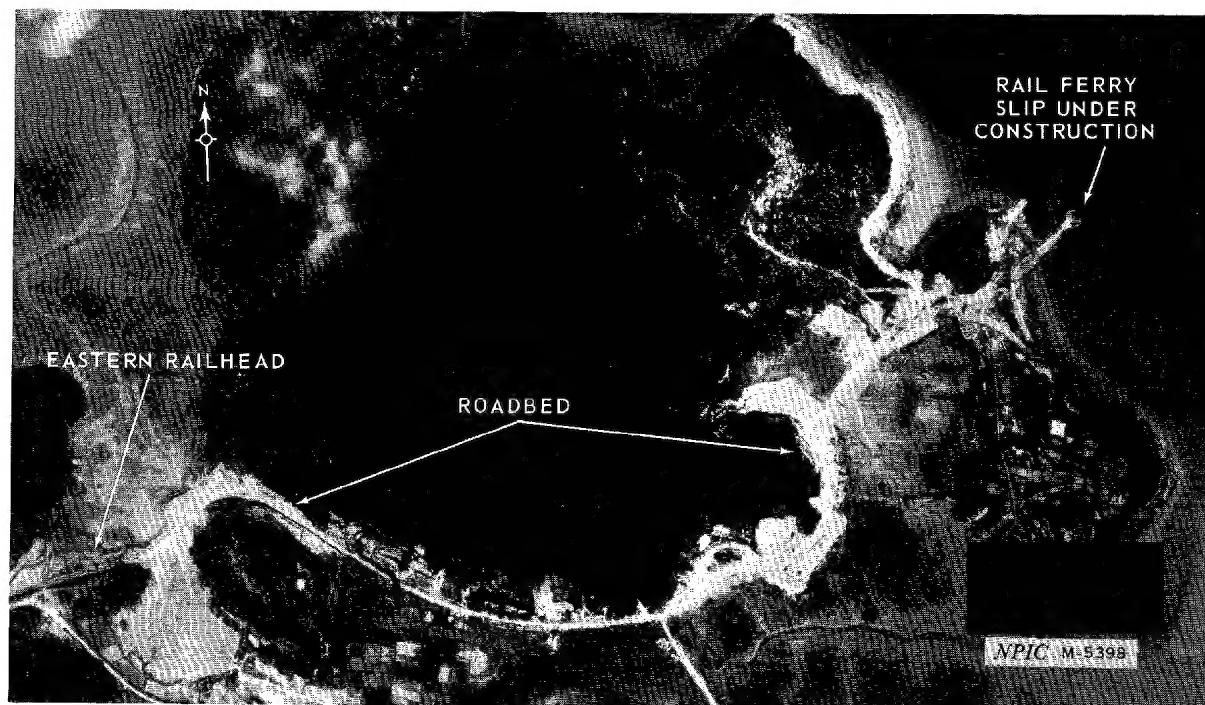
FIGURE 2. SONG HA TRANSHIPMENT FACILITY UNDER CONSTRUCTION.

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FIGURE 3. SONG MIP RAIL CROSSING UNDER CONSTRUCTION.



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FIGURE 4. EASTERN TERMINUS OF RAIL LINE UNDER CONSTRUCTION.

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